

REPORT of SURVEY for REPAIRS, &c.

No. 53009

MON. 9 MAY 1892

Date of writing Report 9 May 1892 When handed in at Local Office

is 92 Port of London

No. in
Reg. Book.

Survey held at London

Date, First Survey 26th March Last Survey 6th May 1892

(No. of Visits 15)

Master A. Hepperson

TONNAGE: 574

Built at Vegesack

By whom Bremer Schffbau Gsellschaft

GROSS 1085

Owners Finska Angfartygs Afschibolaget

Port belonging to Helsingfors.

UNDER DK. 1070

Owners' Address

NET 885

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Poplar

Destined Voyage Mediterranean

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey, Date of last Survey and of Periodical Surveys.		
100A.1		B.S. 5.91
Aung. dk with fbd.		+ L.M.C. 8.87
4.90		
S.S. Cpn. No 1-87		
Society's Freeboard (if assigned) as painted on Ship and now verified	8	6

Last Survey, No. 1 Port Helsingfors

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 2.

This vessel has been placed in dry dock. The bottom examined and is in good condition. This vessel has a cellular double bottom, all the ceiling removed from the top of the same & the timber boards lifted. The tanks examined internally. The peaks examined. The bunkers cleared and examined. The cement in the bottom examined and is in good condition. The ballast tanks tested by a head of water to the height of the tight water line. The chain cables ranged. The windlass is of iron in good condition. The masts and spars examined, and all other requirements of the Rules complied with. The pintles of rudder bushed. On account of partial wasting - 6 new plates have been worked, of the tank top in the boiler space, also 4 doubling plates - and the fore boiler bearer renewed - and this tank tested by a head of water after the repair was effected. The top of the tank, in the boiler space, has now been covered with cement 3 1/2" thick. In order to carry out the repair to tank top, the main boiler

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired: — Frames, ditto. — Plates, Renewed: — Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks	good	Transoms, Pontons, & Crutches	good	Copper, or I.M.	good	Hatches	good
Waterways	02	Timbers of Frame at the openings	02	(State if on 1st)	02	Boats	02
Coamings	02	Ditto ditto at other places	02	When put on, Month	Year	Masts, Yards, &c.	02
Up'r Dk. Beams & Fastenings	02	Keelsons	02	Rudder	good	Condition, how ascertained	by exam ⁿ
Low'r Dk. Beams & Fastenings	02	Clamps, Shells & Stringers	02	Windlass & Capstan	02	Sails	good
Plating	02	Siding	02	Pumps	02	Anchors No. of	3 B. 15. 2K
Planking	02	Ceiling	02	Engine Room Skylights	02	Cables, length	240 fms. size 1 1/2"
Trunnions or Rivets	02	Cement or Asphalt (State which.)	02	Coal Bunker, Open'gs, Lids, &c.	02	(State if now ranged	yes
Breasthooks & Stemson	02	Tanks (State if now tested.)	yes	Scuppers	02	Hawsers & Warps	good
		Caulking of Bot'm, D'k, & Wat'rways	02	Cargo & Main H'tch'w'ys	02	Standing & Running Rigging	02

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and the requirements of the Rules for special survey No 2 having been complied with, to be marked in the Register Book "S.S. Lon. No 2-92," and to have record of survey "5,92."

Office Fee (if chargeable) per Scale II, Sec. 27	£	5	0	0	Fees applied for,
Survey Fee (per Section 28)	£	5	0	0	12/5/1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£				Received by me,
Travelling Expenses (if chargeable)	£				10/5/1892
Second Surveyor's Fee (if any)	£	0	10	0	A.H.H.

*Is Certificate now required? yes

Committee's Minute

Character assigned

FRI 13 MAY 1892

100A.1 Aung. dk.
+ L.M.C. 5.92
ss. No 2-92 with freeb'd.



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Lloyd's Register Foundation

LON 696-0143

Is a Report at... of the Ship? If not, state whether, and when, one will be sent?

Certificate to be sent to Master with call for it.

Form No. 2 for Repairs, 20s. - L.R.P.H. - 20,000. - 24/9/91. - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B. - All alterations in the existing records should be underlined.

53009 *Low*

was lifted about 2 feet and the donkey bailed lifted about $2\frac{1}{2}$ feet.

J. H. Truscott.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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